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No Other Town in the World the Size of Grants Pass Has a Paper With Full Leased Wire Telegraph Service.

GERMAN SUBMARINE BRINGS CARGO TO U. S.

ALLIES PRESS FORWARD ON SOMME

Armies of Both British and French Continue to Advance, City of Peronne Now Being at Mercy of French Guns

London, July 10.—The Anglo-French armies pressed forward on both sides of the river Somme in severe fighting last night, despite determined German attempts to stem the great offensive.

The German war office admitted this afternoon that British troops penetrated Trones wood, north of the river.

Berlin also admits that the French penetrated the village of Blaches, less than two miles from the city of Peronne, the village of Barleux and other German positions.

A brief bulletin from General Haig, British commander, announced that the British, after capturing the southern end of Trones wood have made further progress northward.

The French war office announced slight additional progress south of the Somme and the capture of 500 yards of German trenches in a surprise attack in the Champagne region. The German war office contradicted this statement.

Paris, July 10.—French troops pressed closer to the railway town of Peronne, the immediate objective of their great offensive, in furious fighting south of the Somme last night, capturing a German line of trenches in the region of Barleux, southwest of Peronne.

At the same time the French broke out with an attack in the Champagne region, capturing German trenches west of Butte Le Mesnil on a 500-yard front after three attacks.

The successful attack in the Champagne region, where there has been little fighting in several weeks, apparently was a diversion to prevent the Germans from sending reinforcements from that front to the Somme battle ground. The war office, in announcing these gains today reported a lull on the French front north of the Somme during last night.

By advancing in the region of Barleux, the French last night brought up their right wing to within two miles of the Somme south of Peronne. The village of Blaches, captured in yesterday's fighting, lies less than a mile northwest of Peronne on the Somme.

The French now threaten in their next attack on the south bank of the Somme to squeeze the Germans out of all their positions west of the river in the bend of the Somme. The Germans already have withdrawn their heavy guns to the east bank of the river.

The historic city of Peronne is now at the mercy of French guns. French lines are drawn so close that not only long range pieces but small field guns are placed within easy range of the Peronne railway station. From a rise of ground near Barleux French forces can look down upon the town from across the river and watch the movements of German troops.

In the fighting near Barleux last night the French took 950 unarmored prisoners. In yesterday's fighting at Blaches 300 Germans were captured.

During the first eight days of the

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6 PROGRESSIVES WILL HELP DIRECT G. O. P. CAMPAIGN

New York, July 10.—Six former progressive party leaders are among the 17 members of the republican national campaign committee whose selection was announced by Chairman Wilcox today to direct the Hughes campaign.

The former bull moosers are: Everett Colby, New Jersey; James R. Garfield, Ohio; Harold L. Ickes, Illinois; George W. Perkins, New York; Chester H. Rowell, California; Oscar S. Strauss, New York.

The other members of the campaign committee are:

John T. Adams, Iowa; Wm. H. Crocker, California; F. W. Estabrook, New Hampshire; James A. Hemenway, Indiana; A. T. Hart, Kentucky; R. B. Howell, Nebraska; Alva Martin, Virginia; Herbert Parsons, New York; S. A. Perkins, Washington; Ralph E. Williams, Oregon, and Charles B. Warren, Michigan.

James B. Reynolds was re-elected secretary of the committee. The treasurer has not yet been selected.

WOMAN SUSPECTED OF JAIL BREAK AID

Olympia, July 10.—Evidence is today piling up, according to Prosecutor Yantis, to show that Mrs. John F. Gillies was seriously implicated in the jail break Saturday night of her husband, convicted looter of the state industrial insurance fund, and Henry Roberts, convicted of a statutory offense.

Mrs. Gillies, placed under arrest Sunday night, maintains her innocence. According to Chester Bateman, chauffeur, Mrs. Gillies called him up at six o'clock Saturday night, told him she was to make a trip later that night, and asked him to hold himself ready, but to say nothing to any one.

Between 10:30 and 11 p. m. she called him again, he says, told him to drive to her house, which is one block from the county jail. There two persons, dressed as women, whom Bateman now suspects to have been Gillies and Roberts, entered. He drove them to Chehalis, arriving at three o'clock Sunday morning, a few minutes before the Portland train left. One of the "women," says Bateman, poked him in the back approvingly and gave him a \$20 bill.

BOLD HIGHWAYMAN OPERATES IN SPOKANE

Spokane, July 10.—The highwayman who last month held up a street car under the eyes of two policemen is back in Spokane with the avowed intention of holding up an automobile each night this week in spite of the police. Last night's victim was Claude A. Owen, a jitney driver. For an hour Owen drove his machine about the streets while the robber sat in the rear seat and covered him with a revolver. A lady passenger was not molested.

The robber declared his pal was sick in a hospital and he would have to hold up several automobiles to pay his doctor bill.

STRIKEBREAKERS LOAD THE STEAMER BEAVER

Portland, July 10.—More police were placed about the Almsworth dock today to prevent clashes, between striking longshoremen and strikebreakers who are endeavoring to load the steamer Beaver. T. J. Andrews, a strikebreaker, was badly beaten in an encounter with strikers late yesterday. No policeman saw the fight and no arrests were made.

TRIP OVER ATLANTIC IS MADE WITHOUT MISHAP

Captain of Novel Craft, Which He Says Is First of a Line of Under-Sea Merchantmen, Has Cargo of Dye-Stuffs and Other Goods Valued at a Million Dollars, and Makes the Remarkable Voyage in 17 Days From Kiel

Baltimore, July 10.—Out of the depths, Captain Paul Koenig brought here today the word of mouth story of the first successful crossing of the Atlantic by a commercial submarine, the giant super-submersible Deutschland, which, he says, is to be followed here by others.

Supplementing a written statement, the captain this afternoon told how his vessel had lain at the bottom of the English channel one whole night; how he and his crew played the gramophone beneath the waves; how they had lived on champagne and the best of foods; how they had openly sailed 3,800 miles, submerging only a few times for a few hours and doing only ninety miles under the surface during the entire trip.

His written statement announced that the Bremen, a sister ship, will follow the Deutschland. It declared Germany now foresees the collapse of the British starvation blockade.

"The gate will not be shut again," the captain's statement said. "We went down one or two times in the North sea for a few hours," said Koenig, in relating his story. "But we traveled only 90 miles in all under the sea."

"We were four days in the English channel, lying on the bottom a whole night there because the weather was foggy. Nobody saw us, however, and we sighted no warships—only cruisers and destroyers."

"It was my first long voyage in a submarine, though I had taken trial trips before on the Deutschland. There was no fear in the experience and it seemed no more than taking a trip on the Schleswig or Princess Irene, the German Lloyd ships I used to command."

"We started from Germany June 23, had bad weather only one day and traveled a total distance of about 3,850 miles."

"I got rather close inside during the rough weather, but it was all right when the hatches were off. The Deutschland can go down 300 feet and stay there for four days if necessary, but we did not have to do that."

"This trip was a practical demonstration of the ability of a submarine to pass the British blockade."

"We expect financial success from our venture, and in fact the boat was paid for by this cargo. It can carry 1,000 tons, though this time we had only 750 tons, chiefly dyestuffs worth a million dollars."

The captain smiled when asked if there would be trouble in getting out of the Patapsco river.

"No there won't be any difficulty in getting out, if the English do not violate the law concerning the three-mile zone. No doubt there will be ten cruisers off this port waiting for us, but I could submerge before leaving the river. Our ability to escape ought to be demonstrated by the fact that we were not seen at any time on our voyage here."

The talk turned to life on a submarine.

"Oh, yes," he said, "we had plenty to eat. We could cook everything and we had tinned meats, tinned fruits and tinned bread—tinned everything, just like in America."

"Well, what else, captain?" he was asked.

"Well, we played the gramophone while under water, and we had some champagne, too."

Koenig said his vessel carried no message from the kaiser to President Wilson, nor any securities to be deposited. He would take back, he said, "almost any kind of a cargo," though he did not want to announce just when he would start.

SUBMARINE FREIGHTER DISCHARGES VALUABLE FREIGHT AT BALTIMORE

Baltimore, July 10.—"Deutschland," giant cargo-laden super U boat, ended her daredevil journey from Germany here early this morning, sliding her snout through the drizzly night up the Patapsco river behind a puffing tug, she put into quarantine after journeying safely through Chesapeake bay and docked at the specially prepared and guarded dock of the Commercial shipping concern, which ostensibly sponsored her voyage.

When customs men and doctors scrambled aboard the submarine, they wrote this to the first chapter of one of the biggest and most dramatic marine gambles of all time.

It was the first-time-in-history trip of the world's largest submarine. She came in laden with a cargo for which America has been clamoring for months. Today her backers talked of a regular line of ocean-going cargo submarines between the fatherland and America.

STATEMENT MADE BY COMMANDER OF DEUTSCHLAND

Baltimore, July 10.—In a formal statement at noon today, Captain Paul Koenig, commander of the giant Deutschland, declared the vessel which arrived in Baltimore today will be followed soon by others. The first of these, he said, will be the Bremen. He brought a valuable cargo of dyestuffs, he said, for "our American friends."

The statement follows:

"The submarine Deutschland, which I have the honor to command, is the first of several submarines built to the order of the Deutsche Ozean Rhederei G. M. B. H., of Bremen, which will be followed by the Bremen shortly."

"The idea of the building of this submarine emanated from Mr. Alfred Lohmann, the president of the Bremen chamber of commerce. He brought his idea in the fall of last year, confidentially, before a small circle of friends, and the idea was taken up at once. A company was formed under the name of 'Deutsche Ozean Rhederei G. M. B. H.', and the Germaniowert, Kiel, was entrusted with the building of the submarines."

"The board of directors is composed of Mr. Alfred Lohmann, president of the board; Mr. Philipp Henken, general manager of the North German-Lloyd; Mr. Kommerzienrat; P. M. Herrmann, manager of the Deutsche bank. Mr. Carl Stapelfeldt, manager of the North German-Lloyd, has taken over the management of the company."

"We have brought a most valuable cargo of dyestuffs to our American friends, dyestuffs which have been so much needed for months in America, and which the rulers of the seas have not allowed the great American republic to import. While England will not allow anybody the same right on the ocean because she rules the waves, we have, by means of the submarine, commenced to break this rule."

"England can not, however, hinder boats such as ours to go and come as we please. Our trip was an uneventful one. When being approached we went below the surface, and here we are, safe in an American port, ready to return in due course."

"I am not in a position to give you full details regarding our trip across the ocean in view of our enemies. Our ship has a speed of more than 16 knots an hour and a displacement of 2,000 tons. Our ship is unarmed and is a peaceful merchantman."

"Regarding things in Germany, I might mention that everybody is convinced of the full, final victory of the German arms and those of our allies. All facts of the last 22 months go to prove that there is no doubt of this. All Poland and Courland, a country the size of two-thirds of Germany, are since twelve months under peaceful rule, and the entire country has been put under the plough and thousands of acres will be contributing this fall to next winter's supply of food. The rains in April and May have brought a crop in view all over Germany, Austria-Hungary, Bulgaria and Turkey finer than in a century."

"All Serbia, Montenegro and a great part of Albania are in the same position. Besides Belgium, one-seventh of France is in German possession, including her coal and mineral lands, and all in a flourishing agricultural state. There is really not the slightest anxiety over the British attempt of trying to kill by starvation a hundred million German and Austrian women and children noncombatants, the most devilish plan ever tried by any nation in the world's history."

"Our boats will carry across the Atlantic the mails and save them from British interruptions. We trust

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CARRANZISTA SOLDIERS JOIN VILLA

Bandit Leader Marks All Mexicans Who Refuse to Join His Army by Cutting Off the Top of One Ear

El Paso, July 10.—Cutting off the top of one ear, Villistas are branding Mexicans who refuse to join them against the de facto government, General Gonzales of Juarez informed state department agents today. Several hundred men in Chihuahua already have been mutilated in this manner, Gonzales stated.

Small Carranzista garrisons are reported to be joining the Villistas to escape mutilations. Gonzales stated that the Villistas were cutting off the top of the right ear of men refusing to join the rebel army.

One American employe of the International Mining company was injured in the fight with Carranzista soldiers, who captured the company's bullion train near Boquillas, Mexico, Saturday, a local official stated. The four employes on the wagons, including the driver, who was wounded, managed to run the Carranzista lines and reached Deemers, Texas.

Rumors of revolt in the Carranzista ranks, rumors of a Villista victory near Jiminez and lifting the embargo on foodstuffs to Mexico were among today's developments here.

Former Villistas, to the number of 5,000, now in the Carranza army, are reported to have laid plans to mutiny. Information reaching here through Mexican arrivals is that leaders of the ex-Villistas held a conference with Villa envoys near Parral and pledged support to the new rebellion.

Proclamations have appeared in southern Chihuahua calling former Villistas and "all loyal Mexicans" to Villa's standard. Recruits have been promised they would be allowed to loot cities and towns they capture.

A large force of well equipped Villistas is again reported moving toward Ojinaga and the American towns in the Big Bend district. The bandits have left La Mula pass, the gateway through the Sierra Grande mountains.

Carranza officials say they have received no word regarding the outcome of Saturday's battle south of Jiminez between 2,000 de facto troops and 1,000 Villistas under Calixto Contreras. Military men believe this is an indication that the Car-

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the old friendly relationship with the United States, going back to the days of Washington, when it was Prussia which was the first to help America in its fight for freedom from British rule, will awake afresh in your beautiful and powerful country.

"The house flag of the Deutsche Ozean Rhederei is the old Bremen flag, red and white stripes, with the coat of arms of the town, the key, in the corner. This key is the sign that we have opened the gates which England tried to shut on us and the trade of the world. The gates which we opened with this key will not be shut again."

"An open door to the trade of the world and freedom of the oceans and equal rights to all nations on the oceans will be guaranteed by Germany's victory in this struggle for our existence."